

CABLE ARE CAUTION



I PULLED YOU OVER BECAUSE YOU WERE DRIVING WITHOUT BRAKE LIGHTS.



SNIFF SNIFF THAT'S BECAUSE MY CABLE IS WORN OUT FROM DRAGGING...

PLEASE DON'T GIVE ME A TICKET!

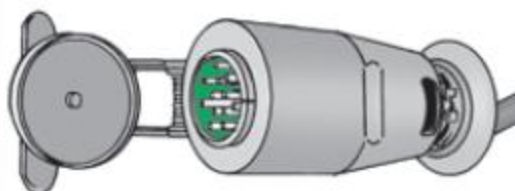
IF YOU DON'T DO YOUR JOB DURING HOOKUP AND MAINTENANCE, YOUR LUNETTE TRAILER'S INTERVEHICULAR CABLES WON'T DO THEIRS.

THAT MEANS PROBLEMS WITH THE TRAILER'S LIGHTS.

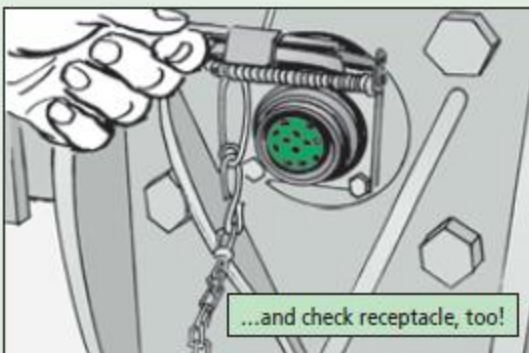


Before Connecting

Before installing cables, take a close look at the connectors and receptacles for dirt and corrosion. Loose dirt can usually be blown out with the help of an air hose.



Check cable connector for dirt and corrosion...



...and check receptacle, too!

Stubborn dirt can be a little tougher. Try clipping off all but about 1/2 inch of the bristles on an acid swabbing brush, NSN 7920-00-514-2417. The shorter bristles make them stiff enough to brush dirt out of the connector and around the outside of the receptacle.

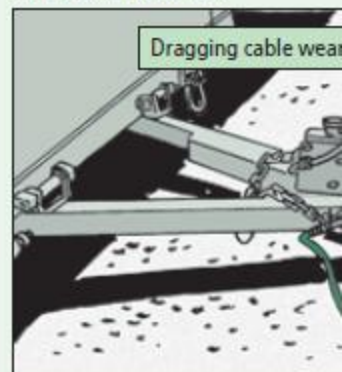


Clean out dirt with modified brush

To remove corrosion, try spraying a light coat of corrosion preventive compound, NSN 8030-00-546-8637, and scrubbing with that short-bristled acid swabbing brush. The compound also displaces water, which should help prevent further corrosion down the road.

No Drag, Cable's GL

Be sure to hook up the cable correctly. If the cable doesn't drag, dragging the cable with a truck pulls the trailer wears out the cable and can set it on fire.



Dragging cable wears

When connecting cables, make sure the pins line up with the receptacle. Broken pins are a sure cable killer.

The cable hooks up the brake signal lights, so it's an honest mistake. Stop connecting when you see a broken pin come on. But when you see a broken pin, keep pushing to ensure a good connection. That should prevent a dragging cable.

Remember, when the cable goes bad, you have to replace the entire cable assembly.